

DATE : 2258Z 15 JUN 60

SECRET

ROUTING

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION : DAD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

EL

TO/R: 2336Z 15 JUN 60

DOCUMENT NO.

NO CHANGE IN CLASS. 

1 DECLASSIFIED

CLASS. CHANGED TO: TS S C

NEXT REVIEW DATE: 20/11

AUTH: HR 70-2

DATE: 271169 REVIEWER: 027169

J-15

S E C R E T

25X1A

[REDACTED] 0485 (IN 27170)

PAGE TWO

C. INVESTIGATED AIRSTARTS WITH FUEL BOOST PUMP OPERATIVE AND INOPERATIVE. STARTS WITH INOPERATIVE BOOST PUMP WERE SATISFACTORY EXCEPT IN ONE CASE AFTER FLAMEOUT AT 72,700 FEET. IN THIS CASE START WAS DIFFICULT. THREE ATTEMPTS WERE MADE BEFORE RELIGHT WAS OBTAINED AT 30,000 FEET. THIS IS ATTRIBUTED TO VAPOR IN FUEL CONTROL RESULTING FROM FLAMEOUT WITH INOPERATIVE BOOST PUMP. ENGINE OPERATED 8 MINUTES ABOVE 72,000 FEET WITH INOPERATIVE BOOST PUMP BEFORE FLAMING OUT.

D. INVESTIGATED EMERGENCY FUEL CONTROL OPERATION. SUCCESSFUL CHANGEOVERS FROM NORMAL TO EMERGENCY SYSTEM AND BACK TO NORMAL WERE MADE UP TO 45,000 FEET. CHANGEOVER FROM EMERGENCY TO NORMAL AT 50,000 FEET RESULTED IN FLAMEOUT DUE TO ENGINE RPM SURGE. VERY GOOD AIRSTART WAS OBTAINED AT 35,000 FEET ON EMERGENCY SYSTEM. CLIMB WAS MADE TO 72,000 FEET ON EMERGENCY SYSTEM. OPERATION WAS VERY SATISFACTORY WITH GOOD POWER RESPONSE TO THROTTLE MOVEMENT. DESCENT WAS MADE ON EMERGENCY SYSTEM FROM 72,000 TO 45,000 FEET WITH NO PROBLEMS. EMERGENCY SYSTEM OPERATION WAS CONSIDERED VERY SATISFACTORY.

3. A REPORT ON THESE TESTS WILL BE ISSUED IMMEDIATELY.

S E C R E T

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ILLEGIB

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